

Friday, Oct. 31,

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Oregon, Quero Bank, 10,000 lbs. cod, 19,000 lbs. halibut.  
Sch. Corona, Quero Bank, 30,000 lbs. cod, 60,000 lbs. fresh cod, 400 lbs. halibut.  
Sch. Senator Gardner, Quero Bank, 100,000 lbs. cod.  
Sch. Talisman, Cape Shore, seining.  
Sch. Edward A. Perkins, Cape Shore, seining.  
Sch. Hattie E. Graham, Cape Shore, seining.

### To-day's Market.

Board of Trade prices: Large handline Georges cod, \$4.00 per cwt.; medium do., \$3.25; large trawl Georges, \$3.75; medium do., \$3.25; handline cod from deck, caught east of Cape Sable, \$4.00; medium do., \$3.25; large trawl bank cod, \$3.25; medium do. \$3.00; large dory handline cod, \$3.50; medium do., \$3.00.

Board of Trade splitting prices on fresh fish—All cod caught on Le Have Bank and to the westward: large, \$2.00, medium, \$1.35; all cod caught to the eastward of Le Have Bank, large, \$2.00; medium, \$1.35; snapper cod, fish, 40 cts.; cusk, \$1.35; haddock, 80 cts.; hake, \$1.35; pollock, 75 cts.

Outside sales of straight Georges cod, \$4.25 per cwt. for large and \$3 for medium.

Outside sales of bank cod, \$3.50 per cwt. for large and \$3.20 for medium.

Outside sales of shack salt cod, \$3.25 per cwt. for large and \$2.87 for medium.

Outside sales fresh cod, \$1.90 per cwt. for large and \$1.35 for medium.

Outside sales fresh hake, \$1.35 per cwt.

### Boston.

Sch. Eglantine, 7000 lbs. haddock, 5000 lbs. cod, 1000 lbs. pollock.

Sch. Joseph W. Lufkin, 14,000 lbs. haddock, 5000 lbs. cod, 1000 lbs. hake, 1000 lbs. pollock.

Sch. Nellie G. Adams, 2000 lbs. haddock, 9000 lbs. cod, 1000 lbs. pollock.

Sch. Nannie C. Bohlin, 8000 lbs. cod, 20,000 lbs. halibut.

Sch. Rose Cabral, 1500 lbs. haddock, 1700 lbs. 2000 lbs. hake, 2500.

Sch. Thresa and Alice, 2000 lbs. haddock, 400 lbs. cod, 3000 lbs. hake, 500 lbs. pollock.

Haddock \$3 to \$3.50, large cod \$3.25 to \$3.75, market cod \$3, hake \$1.50, pollock \$1.50.

### Fishing Fleet Movements.

Sch. Elmo, from this port for Galveston, was at Vineyard Haven yesterday.

Sch. Olympia was at Hyannis yesterday.

## NEARLY 5,000,000 POUNDS.

### Great Quantity of Salt Fish Landed Here in September.

According to the United States fish commission report for September, 7,110,340 pounds of fresh fish valued at \$187,920 were landed at Boston against 3,100,647 pounds valued at \$69,683 landed at this port. Of salt fish, Gloucester received 4,982,400 pounds, valued at \$235,879, against 218,200 pounds at Boston valued at \$14,614.

The grand total of both ports shows that 10,210,987 pounds of fresh fish were landed, valued at \$257,603, and 5,200,600 pounds of salt fish, valued at \$250,493.

For the month of August, 2,511,995 pounds of fresh fish, valued at \$56,735, and 2,359,000 pounds of salt fish, valued at \$91,337, a total of 4,870,995 pounds, valued at \$148,172, were landed in this city, and 7,991,863 pounds of fresh fish, valued at \$191,810, and 70,800 pounds of salt fish, valued at \$4101, a total of 8,062,663 pounds, valued at \$195,911, were landed at Boston.

## SEIZED AT NEWFOUNDLAND.

### Sch. Edward Trevo of This Port Held at Bonne Bay.

### Vessel Charged with Violation of Fisheries Act.

Sch. Edward Trevo, Capt. Charles W. Larkin, of this port, which went to Newfoundland for a cargo of salt herring, has been seized at Bonne Bay for alleged violation of the fisheries act.

A despatch from Bonne Bay says that the Trevo arrived there this fall with a purse seine for herring in deep water.

The captain of the Trevo hired a crew but refused to pay the \$1.50 a ton dues on his vessel. The Fiona went after him, but he had gone to sea. A few days ago he returned to Bonne Bay, having had a most unsuccessful trip, and the schooner is now held pending the result of a case for breach of the Fisheries Act.

It is probable that the vessel will be released with a nominal fine and paying the dues.

### GLOUCESTER THE GREAT FISHING PORT.

The report of the United States fish commission for September furnishes food for thought, showing what a great fish market Gloucester is, bearing out the facts in figures. During that month, according to the report, there was landed here nearly 5,000,000 pounds of salt fish against Boston's magnificent showing of only 218,000 pounds. There is no room for comparison between Gloucester and Boston as salt fish markets, but in the fresh fish business the "Hub" takes a stride ahead of our old port. At the same time Gloucester made a good showing, and it is to be regretted that a great portion of this business which we practically have in our own hands be allowed to slip through our fingers and go elsewhere.

The local fresh fish question has been so much talked of and written about to bring it

up at this time, but it might be well to jog the memories that the day may come when the opportunity that now undoubtedly offers has gone forever. Do the firm supporters of Gloucester wish to have their patriotism humiliated by the thought passing the mind, "Of all sad words of tongue and pen, the saddest are these, 'It might have been.'" Nevertheless, Gloucester can well maintain her claim as the greatest fishing port in the world. If she did not receive her just amount of fresh fish, the commission report tells that for the combined fresh and salt fish branches for both ports, Gloucester did more business than Boston for the month by over \$100,000.

### No Herring on the West Coast.

There is no sign of herring at any part of the West coast as yet. A number of American craft are on the coast, for last year they struck at Bay of Islands, on October 11. The fishermen believe that numerous dog-fish and squid are keeping the herring off the shore.—St. John's Herald, October 23.

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Saturday, Nov. 1

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Dictator, Quero Bank, 100,000 lbs. fresh cod, 4000 lbs. halibut.  
Sch. Norman Fisher, Georges, 50,000 lbs. cod.

Sch. Colonial, via Boston, 55,000 lbs. fresh cod, 4000 lbs. haddock.

Sch. Yakima, Quero Bank, 40,000 lbs. cod, 12,000 lbs. halibut.

Sch. Carrie F. Roberts, Maine Coast, 25,000 lbs. fresh cod, 5000 lbs. haddock, 30,000 lbs. hake.

Sch. Samoset, Maine Coast, 1000 lbs. hake.

Sch. Evelyn Smith, Maine Coast, 5000 lbs. haddock.

Sch. Annie M. Parker, Cape Shore, seining.

Sch. Grace Otis, shore, 20,000 pollock.

Sch. Oceanus, shore, 20,000, pollock.

Sch. Bertha M. Miller, shore, 10,000 pollock.

Sch. Vesta, shore, 8000 pollock.

Sch. Bertha M. Bailey, shore, 25,000 pollock.

Sch. Klondike, shore, 6000 pollock.

Sch. Defender, shore, 10,000 pollock.

Sch. Olivia Sears, shore, 3000 pollock.

Sch. Sachem, shore, 1500 pollock.

### To-day's Market.

Board of Trade splitting prices on fresh fish—All cod caught on Le Have Bank and to the westward: large, \$2.00, medium, \$1.35; all cod caught to the eastward of Le Have Bank, large, \$2.00; medium, \$1.35; snapper cod, fish, 40 cts.; cusk, \$1.35; haddock, 80 cts.; hake, \$1.35; pollock, 75 cts.

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Outside sales fresh hake, \$1.35 per cwt.

### Boston.

No arrivals today.

### Fishing Fleet Movements.

Sch. Edna Wallace Hopper cleared from Halifax on Wednesday.

### Mackerel Notes.

The Provincetown Advocate in speaking of the mackerel fishery at that port says:

"It has been a broken year for this industry. About twenty vessels have done well the rest have fallen in debt. There has been a good show of mackerel but high winds and heavy fogs have rendered the catching a difficult task.

### Halibut Sales.

The halibut fare of sch. Oregon, Capt. John Martin, was bought by the Atlantic Halibut Company at 14 3-4 cents per pound for white and 9 1-2 cents for gray.

### Salt Bank Fare Coming.

The Bucksport dory handliner M. B. Stetson is bound here with her fare of 350,000 pounds of salt cod, the trip having been bought by Slade Gorton & Co.

### Halibut Sale.

The fare of sch. Niagara sold to the Atlantic Halibut Company at 10 cents per pound right through for white and gray.



# SAVING ALL AROUND.

**Steamer Strombus Used Liquid Fuel  
In Crossing the Atlantic.**

**IS MUCH CHEAPER THAN COAL.**

**Many Other Advantages Found  
to Exist.**

Boston, Nov. 1.—There were two important features to the arrival of steamer Strombus from Cardiff yesterday—first, the fact that she had 6740 tons of coal for local consumption; secondly, and more important from the point of view of steamship agents and officials, the fact that she is the first steamer which has crossed the Atlantic to this port using oil as fuel.

The Strombus is a steamer of 3928 tons net register, one of the Shell Transport and Trading company's fleet, which includes 26 tank steamers. The steamer is only two years old, and up to the present time has been in the oil-carrying trade between Russia, China and Japan, and came here in command of Captain Stack. The captain was nothing loth to talk about the present trip and the burning of oil as fuel on steamers.

According to him, the Strombus took on some 1200 tons of oil before sailing from Cardiff on Oct. 13. Strong north-west winds and high seas were encountered practically all the way across the Atlantic, against which it was impossible to make good time without exceeding the amount of oil per day which the engineer had been told to burn—28 tons. Great combers burst over the deck and broke away some of the pipes, as well as damaging the bulwarks to some extent, but no serious injury was done the ship.

Under such adverse conditions, an average of 30 tons of oil a day was used, in order that the steamer might not be too long in reaching port, but even with this increase only 550 tons of the total amount stowed away in the tanks was used. So that the Strombus has 650 remaining.

Coming across the Atlantic under similar conditions, substituting coal for oil, the captain explained that it would have required 40 tons of coal, at least, each day, for the same rate of speed, and probably more would have been used. Forty-two tons of coal at 27 shillings a ton, which is about the price paid for it in England, would be 1134 shillings—the cost for each day's steaming; whereas 30 tons of oil, at 35 shillings a ton, the prevailing price, means only 1050 shillings per day. This shows the cost of burning oil on a long voyage to be considerably less than that of coal. But there are other things which make the difference even more marked. On the present voyage of the Strombus, only 11 men were required in the engineers' department, whereas in a steamer of the same size as this one, burning coal, the engineers' force consists of 26 men. To attend to the oil fires only one man is needed each watch, in addition to the engineer and greaser, instead of the four men in a coal-burning steamer. Then there is the element of cleanliness, which makes oil so much more durable, and last of all the great amount of bunker space saved in carrying liquid instead of coal.

A tank steamer like the Strombus is so constructed that only about 38 hours are required to convert her from an oil-burning into a coal-burning steamer. She has three boilers, each containing four fires. An oil burner replaces each one of these coal fires, being fed by sprayers. The fire bars have all been taken out and the furnaces are bricked around. Under this system the steamer, by consuming 28 tons of oil a day, will in ordinary weather average 9½ knots. As stated above, the Strombus this voyage stowed away 1200 tons of oil, but in her regular service between Russia and the far east she would start out with only perhaps 400 tons of liquid fuel.

Another tank steamer consigned to C. H. Sprague & Son is expected here any day. This is the Pectan, which left Shields on Oct. 15 and Thames Haven Oct. 23, with perhaps the largest coal cargo to be brought here from abroad. She has more than 9000 tons on board.

While at Boston visitors who are anxious to see the oil apparatus will be allowed on the steamer, and they will be enabled to see its workings from the fact that the donkey engines will be at work lifting the coal out to be put in lighters.

## A SCHOOL FOR FISHERMEN.

**Capt. J. W. Collins Delivers an Address on the Subject.**

Capt. J. W. Collins, formerly of this city, chairman of the Massachusetts Fish and Game Commission, and who is widely known as an authority on matters regarding the fishery industry, believes in the establishment of a National Fishing School. He touched upon the subject in an address given last week before the Beacon Society of the New Algonquin club, and intends to follow it with an article in some leading magazine which shall place his ideas before a larger audience. He recommends that young men of America be taught in fishing schools established by the nation.

Capt. Collins' address was largely on the relation of the fisheries of a country to its prosperity. From the time of the Phoenicians to the present day he traced the idea as to how the fishermen had contributed to the building up and maintaining of their nations. Mediterranean fishermen had made Sidon and Tyre. Carthage was originally a fishing village. Venice was founded by fishermen driven to the Adriatic isles. Columbus might well have been a Genoese fisherman and come to Iceland where he got his ideas of a western world.

"Norway of today," said Capt. Collins, "with its two and a half million of people is the fourth nation in the world in sea commerce. In France today boys are taught in fishing schools something like those I would recommend for this country.

"In these while the young men are primarily taught the technicalities of fishing, it is also planned that they are also to be drawn out in time of war to man the naval fleet.

"My thought is that the national government may concern itself in establishing fishing schools at various points and gather into them the waifs found so numerous in the great cities, and bring them up to help on a prominent and important industry rather than grow up to a life of crime. They should not only be trained in the technique of fishery and so be equipped for that, but also, they could serve two or three months on the big war vessels or training ships and so become familiar with the duties required on the fighting ships.

"It may be also possible that some arrangement could be made that after entering the fishing industry, the young men receive further training of a month or more each year. If this can be done, it will not only fill an important position in industry important to the country, but will constitute a trained self-supporting militia of the sea, which in stress of war can be called upon to defend the nation. Thus the fisheries would be materially benefited and the nation given a stronger position in the naval world."

The government should no longer delay protective legislation that will effectually prevent the illiterate and criminal classes from landing in this country. Let it be understood that the old world cannot make a dumping ground of this free land, and we can soon civilize and improve those already among us as citizens."

## GOOD WORK.

**Sch. Corsair Stocks Nearly \$20,000  
Mackerel Seining.**

Sch. Corsair, Capt. George Hamor, is being thoroughly overhauled and in about three weeks will sail on a Newfoundland frozen herring voyage.

Capt. Hamor has had a most successful mackerel seining season, making the splendid stock of \$19,276, the crew sharing \$418. This is one of the best stocks made in the mackerel fishery this year. Capt. Hamor had the misfortune to burst his seine twice out south, so most of the stock has been made since the middle of May.

Capt. Hamor is a young skipper of excellent judgment, a smart and active man and his many friends are pleased at his success.

**To the Voters of the 21st Essex District.**

## FRANK ROBINSON.

who is a candidate for the legislature from the 21st Essex district (who will be the working man's candidate) pledges his undivided effort, if elected, to support all laws that can be made in the interest of laboring men.

Col. Cook in giving his war and political record fails to note the fact that he has twice been elected representative and was twice state senator from this district.

Believing that Mr. Robinson could serve this district as well as either of the other candidates he would be pleased to have the undivided support of the laboring men of the district.

## Fresh Squid from Provincetown.

Steamer Angelia B. Nickerson and sch. Lucy B. Winsor were at this port from Provincetown yesterday, the former with 208 barrels and the latter 105 barrels of fresh squid. John Nagle handled the fares, selling them to the freezer and refrigerator vessel J. K. Manning.

## French Spoliation Claim Adjusted.

The sum of \$1200 from the French spoliation claim for loss of sch. Adams, owned by Joseph Procter who died in 1805, has been adjusted, and the heirs of Mr. Procter received their checks on Saturday. Mr. Joseph O. Procter is administrator of the estate, and with attorneys successfully prosecuted the case with the above result. He is entitled to get credit for his indefatigable labors in affecting a settlement.

## Herring Haul at Ipswich.

The first hauls of herring of any account, since last week were made at Ipswich yesterday, when some of the drag seines and a number of the vessels from this port got some fish. The torchers only got a few last night.

At present there are seven schooners at Ipswich, from here for fares, beside a number of schooner boats and a whole fleet of power dories and launches.

## GOD HAD WEDDING RING.

**Golden Band Dated '89 Found in a Fish Yesterday.**

Somewhere along the coast of Massachusetts, years ago, perhaps, a woman lost her wedding ring in the ocean, and a greedy codfish swallowed it. The ring was found yesterday, when the fish, grown to an 18-pounder, was cut into steaks in the cafe of George Spor on Barclay street, New York. The ring was inscribed on the inside as follows: "Lew to Lou, '98." The ring will be surrendered to Lou if she will appear and prove her title.